

COUNTRY Germany (Soviet Zone)REPORT NO. 

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TOPIC Transfer and Trial Runs of Sea Police Cutters25X1 EVALUATION  PLACE OBTAINED 

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DATE OBTAINED  DATE PREPARED 24 March 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The sea cutter SK 7 of building series II made her shakedown runs in the Baltic Sea during the week of 17 to 23 December 1951 and, subsequently, was taken over by one Vassilyev (fnu), Soviet liaison officer of the minesweeping and coast guard division in Wolgast. (1)
  2. The two sea cutters SK 11 and SK 12 left Berlin-Koepenick for transfer to Wolgast on 8 January 1952. (2) The two vessels were towed to Wolgast via Fuerstenwalde, Fuerstenberg, Frankfurt/Oder, Greifenhagen, Stettin and Stettiner Haff and arrived in Wolgast on 16 January 1952. The transfer party was commanded by Sea Police Commissar Gervasi (fnu).
  3. The trial runs of boats SK 7 and SK 8 were made from Wolgast during the period from 19 to 25 January 1952 and were attended by Captain (2d grade) Korotov of the Soviet Navy; Elschte (fnu), Sea Police Inspector; Macher (fnu), Sea Police Officer; and one civilian, allegedly a member of the Soviet Navy. Captain Korotov wore the uniform of an Inspector of the Sea Police. (3) Each boat had a crew of 18. The two boats left Wolgast at 8:20 a.m. on 19 January and proceeded to Sassnitz past Peenemuende and Greifswalder Oie. They made runs to and fro between No 4 buoy off Sassnitz and Cape Arkona making 1,800 revolutions per minute. The speed was 19.8 knots, the sea force 4 to 5, and the ballast on each boat was 4.5 tons. The maximum heeling angle of each boat was 53 degrees. At 9 p.m. on 19 January 1952, the boats were berthed in Sassnitz. Momentum tests and consumption trials, which had originally been set for 20 January, were postponed because of gale warnings, and were carried out on 24 January in Tromper Wick. The boats returned to Wolgast on 25 January. Their trial runs were a success; no failures were experienced.
  4. After being completed at the Peenewerft in Wolgast, the two boats were handed over to the Sea Police. They were painted, and their guns were mounted. This work had to be completed by 12 February 1952.
  5. The date of the trial runs of SK 9 and SK 10 was set for 30 January 1952, but had to be postponed because of bad weather. (4)

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 Comments.

- (1) The sea cutters which had been built as building series II at the Yachtwerft Berlin VEB in Berlin-Koepenick were originally designated as SK 1 through 6, but were renamed SK 7 through 12 in December 1951.

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[redacted] the boats were lettered KS after they had been taken over by the Minesweeping and Coast Guard Division in Wolgast.

- (2) The transfer date of the two sea cutters SK 11 and SK 12 was originally set for 27 December 1951, but this date could not be met because of the belated arrival of the tug in Berlin-Koeponick.
- (3) Captain (2d grade) Korotov, Inspector Elschte and Sea Police Officer Machor are unknown. Inspector Elschte probably is Inspector Friedrich Elchlopp, who had been chief of the Operational Service Department in the Main Administration of the Sea Police. [redacted] Inspector Elchlopp was appointed as successor to Commander Johann Schunk, previously Division commander in Wolgast, who was reported discharged [redacted]

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- (4) According to the status as of 15 January, the Minesweeping and Coast Guard Division will be divided into a Minesweeping Flotilla consisting of the minesweepers R 1 through R 6 and a coast guard flotilla (KS) of 3 subdivisions with the first subdivision consisting of the boats KS 1 through KS 6, the second of KS 7 through KS 12 and the third of KS 13 through KS 18. The Dorsch, which is lying at the Poenewerft in Wolgast, will serve as flotilla tender.

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